



# National Transportation Safety Board

## Aviation Accident Data Summary

<b>Location:</b>	THERIOT, LA	<b>Accident Number:</b>	FTW99LA179
<b>Date &amp; Time:</b>	07/03/1999, 1200 CDT	<b>Registration:</b>	N8360T
<b>Aircraft:</b>	Robinson R22 BETA	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

### Analysis

The engine of the helicopter lost power during a repositioning flight at 500 feet above ground level. The pilot initiated a straight-in autorotation to a swampy area covered with grass 4 to 5 feet tall. The helicopter settled into the grass, rolled over on its right side and came to rest heading 180 degrees from the direction of the landing. The aircraft was recovered to the helicopter manufacturer's facility for evaluation and repairs. On August 17, 1999, the engine of the helicopter was successfully run for 20 minutes under the supervision of an FAA inspector. The inspector reported that the engine performed within the established parameters. He added that water was drained from the main fuel tank, the gascolator, and the carburetor bowl.

### Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight inspection which led to a contaminated fuel supply and subsequent loss of engine power. A factor was the lack of suitable terrain available for the forced landing.

### Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: CRUISE

#### Findings

1. (C) FLUID,FUEL - CONTAMINATION,WATER
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: ROLL OVER  
Phase of Operation: EMERGENCY LANDING

#### Findings

3. TERRAIN CONDITION - SWAMPY
4. TERRAIN CONDITION - HIGH VEGETATION
5. (F) TERRAIN CONDITION - NONE SUITABLE

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	33
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	8000 hours (Total, all aircraft), 250 hours (Total, this make and model), 7500 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Robinson	<b>Registration:</b>	N8360T
<b>Model/Series:</b>	R22 BETA R22 BETA	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	ROBERT J. NEIDER	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-360-J2A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / , 180°
<b>Temperature:</b>	32° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b>		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	HECTOR R CASANOVA	<b>Adopted Date:</b>	09/12/2000
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubin@ntsb.gov">pubin@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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